

(ESTABLISHED 1881.)

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THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON	CANTON TO HONGKONG	HONGKONG TO CANTON	CANTON TO HONGKONG
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MONDAY, 20th June. 8.00 A.M. THUNGSHAN, 8.00 A.M. HOMAM 1.00 P.M. THUNGSHAN, 1.15 P.M. FATHAN		THURSDAY, 23rd June, KINSHAN 8.00 A.M. HOMAM, 8.00 A.M. THUNGSHAN 1.00 P.M. FATHAN, 1.15 P.M. KINSHAN	
TUESDAY, 21st June. 8.00 A.M. HOMAM, 8.00 A.M. THUNGSHAN 1.00 P.M. FATHAN, 1.15 P.M. KINSHAN		FRIDAY, 24th June 8.00 A.M. THUNGSHAN, 8.00 A.M. FATHAN 1.00 P.M. KINSHAN, 1.15 P.M. FATHAN	
WEDNESDAY, 22nd June. 8.00 A.M. THUNGSHAN, 8.00 A.M. HOMAM 1.00 P.M. KINSHAN, 1.15 P.M. FATHAN		SATURDAY, 15th June. 8.00 A.M. HOMAM, 8.00 A.M. THUNGSHAN 1.00 P.M. FATHAN, 1.15 P.M. KINSHAN	
SUNDAY 8.00 A.M. THUNGSHAN, 8.00 A.M. FATHAN 1.00 P.M. KINSHAN, 1.15 P.M. FATHAN		SUNDAY 8.00 A.M. THUNGSHAN, 8.00 A.M. FATHAN 1.00 P.M. KINSHAN, 1.15 P.M. FATHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the superior Saloons and Cabin Accommodation. Lighted throughout by electricity. Electric Fans in each Cabin.

SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

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S.S. "SUI-TAI", 1,265 Tons and "SUI-AN", 1,265 Tons.
Departures from Hongkong to Macao on week days at 4 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 26th JUNE

The Company's Steamship

"SULAN"

will depart from the COMPANY'S WHARF, LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

FARES AS USUAL.

By kind permission of Col. Ponor and Officers, the Band of the 13th Rajpoots under Band-master Coke will play during the trip.

from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao at 5 p.m.
First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m. \$4. Single Fare also \$4.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 p.m.

Departures from HANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD. & H. W. & A.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

HANTON-WUHOW LINE.

S.S. "SAINAM," Jai Toos, and "SAINAM," Jai Toos.
One of the above steamers leaves Canton for Whowoh every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Whowoh for Canton on the same days at 8.30 A.M. and trips to Hongkong and Canton. The steamers are fitted with 200 H.P. Diesel (Computer) direct shaft "Linton" and "Sampl" engines. These vessels have Super Cabin accommodation and are fully lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.

HONGKONG HOTEL

HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE.
A. F. DAVIES,
Manager.
Hongkong, 5th February, 1900.

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(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

ENTRALLY situated, up-to-date Hotel. Recently renovated, and made

New Management - Large and Comfortable Rooms, Bathrooms, Central Heating, Air Conditioning, Restaurant, Bar, Billiard Room, Casino, etc.
the reputation of an exceptional FRENCH CHIEF and Superior Tables, Bar and
COURTLY SERVICE FROM 1968 through 1970. To have been First Class service for
for Families and Tourists.

Under Personal Supervision of

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Intimation.

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Alexandra

Buildings.

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MADRAS MUSLIN

White and Ecu

Frilled 2 Sides

52 in. 60 in. and 70 in.

wide

in various patterns.

FLOUNCED MADRAS
BRIDE BLINDS.

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White and Ecu

Frilled 2 Sides

in

Spot and Fancy De-
signs.

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in

White and Ecu

unfilled, 48 in. wide

various sizes of Spot and

Fancy Patterns.

PLAIN BOOK

Muslin Curtains Frilled
all round

3 1/2 yards long

in White and Ecu

\$4.50 per pair.

LACE CURTAINS

in great variety in
White, Ivory and Ecu.

POWELL'S

Alexandra

Buildings

Bangkok, 24th May, 1910.

RUBBER HISTORY.

INTERESTING NOTES ON THE INDUSTRY.
EARLY EXPERIMENTS IN MALAYA.

Following is the second portion of an article on Historical notes on the Rubber Industry by the editor of the Straits and F. M. S. Agricultural Bulletin for this month. The first instalment of the article was published in our issue of Wednesday.

Practically nothing was done in Ceylon to push the industry or to experiment with the Para rubber tree from 1888 to 1897. Even the stock of trees at the gardens seems to have been hardly increased. Meanwhile, at Singapore as far as possible, everything had been got ready for the development of the future industry. A large number, about 1,400 trees, had been planted to supply the stock of seed, a good many dispersed to various parts of the Peninsula, to district officers and planters. Experiments in tapping in various forms had been made, wounding response had been re-discovered, block and biscuit rubber had been made, specimens exhibited at exhibitions, distributed to various persons and institutions interested in planting, and sent to rubber dealers who had valued it at the top price of the market (1896), while a number of experiments in growth and flow of latex had been tried. There is still in the Botanic Gardens museum a biscuit dated 1890. It was cupulated without acid, and is now quite hard and stiff, though still light in colour, a pale yellowish white. The specimens dated 1893 and 1894 are black and are now showing signs of deterioration, but still fairly sound and elastic.

It will thus be seen that as a matter of history the Botanic Gardens of Singapore were just about 100 years ahead of Ceylon, when Mr. Parkin first conceived the plan of making respectable looking rubber instead of the mossy stuff only known there till 1899. There is nothing whatever to show however that good saleable samples of rubber were made in Ceylon as early as 1899, either published or in the correspondence with Ceylon Botanic Gardens in our office.

Though Mr. Parkin was unable to visit the Singapore Gardens, he obtained a good deal of information as to our work by correspondence, as he sent a long list of questions in 1899, on the subject and asked me to perform certain experiments for him. Mr. Willis writes in answer, April 15, 1899:—

Mr. Parkin was so busy finishing off his experiments that he had no time to answer your kind letter about rubber in Singapore, before leaving for England and he asked me to do so. We are very much obliged for the information.....Your trees yield much better than ours, though poorly compared with those at Para and I am inclined to think that Para rubber planting will never be a big or lasting industry in the East. It must be remembered that rubber was at that date very low in price and that we were all tapping the trees very lightly and with much caution not being sure that the plant would stand the amount of cutting it gets nowadays.

Since writing the above, a copy of the Tropical Agriculturist has come to hand giving Mr. Parkin's paper in Science Progress in full. He modestly does not mention himself by name as the discoverer of wound response and the art of making clean rubber, but gives the credit of the discovery to Mr. Willis and his scientific assistant. As in Mr. Willis' various works in the history of Para rubber industry, no allusion is made at all to the work of the Singapore Botanic Gardens. In Willis' Agriculture in the Tropics the only allusion to the work done in Singapore is: "but little interest was taken in the trees for about 20 years (i.e. from about 1884) except by the heads of the Botanical departments in Ceylon, Java and Singapore. Now all that was done between 1888 and 1893 in Ceylon was to tap a single tree once a year. In Java nothing at all appears to have been done as the trees in Batavia were too small and wretched to offer any prospect of their being ever likely to be worth cultivating. About 1894 Dr. Treub and Mr. Wiggins, of the Botanic Gardens, Batavia, came to visit the Singapore Gardens and wished to see the rubber trees. On the first sight of the younger one Dr. Treub turned to Mr. Wiggins and said, Wiggins, did you ever see such trees? No, said Wiggins, nothing like them. It was surprised but found that the Batavia trees were, though as old, quite small and not at all encouraging in appearance. Dr. Treub took the greatest interest in all economic plants but evidently up to that date had not thought of Para rubber as being a suitable cultivation for Java, and as far as I can gather, no experiments or records of observations were made in Java till after 1899. Mr. Willis does not even mention Dr. Treub's work, which deserves credit, as he was the first, I believe, to tap the rubber tree in the East, and to record his results. Meanwhile, the Botanic Gardens, Singapore, was at work from 1889, and was laying the foundation of the industry and indeed had submitted saleable rubber of first class quality to experts, and had proved that the industry would pay well before Mr. Willis had ever seen a rubber tree. Surely in an account of the rise of the industry purporting to be a history of the agriculture of the world, this work should not have been entirely ignored. It was known to most of the planters of the East Indies and to many, I am sure, in Ceylon.

It would be too long to detail all the discoveries and inventions made in the Straits Settlements and F. M. S. connected with the future of the rubber industry, the forms of rubber known as biscuit, block, crepe and sheet, the wounding response, actual returns of the tree, best method of packing seed, and the paste, Fomes, Diplodia, Hymenochaete, Termitis, etc., and methods of dealing with them. To Ceylon we credit the wounding machine (invented after the crepe machine) sprout tapping, and the pricker and blower, centrifugal roller, and the "Northway" knife, among to whom honor is due, the Botanic Gardens of Ceylon have received valuable

papers by Treub, Bamber, Feich, Green and others and Parkin's paper, though anticipated was a useful piece of work.

The following extracts from correspondence from Sir William Threlkeld Dyer will show to a small extent how far Singapore had progressed in rubber research before Mr. Parkin wrote his paper in 1899. Sir William Threlkeld Dyer writes in answer to the director of the Gardens (in December 1, 1896)—I am glad Para rubber is going ahead, I always said the Straits would be the place for it.

June 19, 1897.—There is a tremendous boom in India-rubber planting. Most of the schemes are simply insane. Your stuff from a nine year-old tree is very good.

Dec. 1, 1897.—Para rubber seems at last fairly established in the Native States. Dyer's report is very promising. Beautifully prepared is only a broker's term. It means that the rubber is clean and free from excessive moisture. I can't imagine why your Para rubber is only quoted at 3/5. I can only suppose it is because it was not smoked.

The reader is also referred to the June number of the Bulletin, 1899, but probably by the time he has read this account he has had enough evidence laid before him that the art of making saleable rubber by tapping into latex and preparing the resulting latex in a clean and pure form Para rubber had been invented in the Singapore gardens some years before Ceylon had got beyond the mud and coconut-shell stage and that the discovery by Mr. Parkin in 1899 of the method of making clean rubber was anticipated by nearly ten years, and was perfectly well-known, as was wound response, to hundreds of people in the Straits Settlements and other parts of the East long before Mr. Willis or Mr. Parkin ever came to the East at all.

As previously remarked history, if worth writing at all, is worth writing accurately, and completely, and the stories of the origin of the industry as given by Messrs Willis and Parkin are inaccurate and misleading.

Intimations.

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder.

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawning Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Gibbs, Livingston & Co. at Hongkong.

The total rates for Opium fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below viz:

For every 3 bun packets	...	Soll
" 4 " "	...	0 19
" 5 " "	...	0 21
" 6 " "	...	0 23
" 3 chl receptacle	...	2 45
" 1 tabl	...	4 10

Hongkong, 20th June, 1910. (441)

JAPANESE MASSAGE.

MASSAGE MEIJI SHA,

GRADUATE OF

KORE MASSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 17, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910. 94

NEW SHOP!
JUST OPENED!!

DO NOT MISS LOOKING AT

OUR WONDERFUL SELEC-

TIONS OF

RARE JEWELS,

&c., &c., &c.

MOHIDEEN &
CO.

Dealers in

CEYLON PRECIOUS

STONES, &c.

38 & 40, QUEEN'S ROAD

CENTRAL.

Bangkok, 17th May, 1910. 141

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The man who tries that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicinal. The remedy known as

WAMPOLE'S PREPARATION is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dailie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

3

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on Application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 20th March, 1908. 41)



FREE TRIAL.

TRY THE

ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

4, DES VUEX ROAD.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 10th June, 1910, 10th June, 1910.

BUTCHER MEAT.

Cents.

Beefsteak—Prime—Mellong Pa 20

Corried—Ham Ngau Yek 22

Roast—Shin 23

Brust—Ngau Lam 25

Scap, Tong Yek 20

Steak—Ngau Yek Pa 20

Shin—Ngau Lam 25

Sausages—Ngau Yek Chung 16

Bullocks Brains—Know per set 9

Tongue fresh—Ngau Li each 10

Corried—Ham Ngau Li 60

Head—Ngau Tau 18

Heart—Ngau Sum 15

Hump, Salt—Ngau Kin 18

Feet—Ngau Keok each 8

Kidneys—Ngau Yek 9

Tail—Ngau Mei 18

Liver—Ngau Gon 18

Tripe (undressed)—Ngau To 16

Calves' Head and Feet—Ngau-chai-tau each 10

Mutton Chop—Yung Pui Kwai 20

Leg—Yung Pui 22

Shoulder—Yung Shau 20

Pigs' Chills—Chi cheong 20

Brains—Chi Know per set 14

Feet—Chi Keok 12

Fry—Chi Chak 25

Head—Chi Tau 25

Heart—Chi Sum each 11

Kidneys—Chi Yek pair 18

Liver—Chi Koo 18

Pork Chop—Chi Pui Kwai 18

Corried—Ham Chu Yek 22

Leg—Chu Pui 24

Fat or Lard—Chu Yek 18

Sheep's Head and Feet—Yung Tau 10

Keok 10

Heart—Yung Sum each 6

Kidneys—Yung Yek 9

Liver—Yung Gon 24

Suckling Pigs, To Order—Chu Chai 20

Sait Beef—Sait Ngau Yek 20

Mutton—Sung Yung Yek 20

Veal—Ngau Chai Yek 20

Sausages—Ngau Chai Yek Tong 20

POULTRY.

Chicken—Kai Chai 10

Ostriches, Large, Small—Siu Kai 10

Ducks—Ap 10

Doves—Pan Kai 10

Eggs, Hen—Kai Tai 10

Fowls, Canton—Kai 10

Haleen—Hoi Nam Kai 10

Geese—Nga 10

Geese, Wild Shanghai—Shang Hoi Yek 10

Nga 10

Musk Deer—Wong Kung each 10

Hare—Tu Chai 10

Partridge—Chi Khoo 10

Pheasant—Shan Kai 10

Pigeons, Canton—Pak Kuo each 10

Hollow—Hollow Pak Kuo 10

Quail—Um Chai 10

Rice Birds—Wo Pa Chai 10

Snipe—Sa Chai 10

Turkeys, Gock—Fo Kai Kung per 10

Han 10

Wild Ducks, Shanghai, Salt 10

Teal, Shanghai, Salt 10

Wild Ducks Canton—Sung Shing Salt 10

Ap 10

FISH.

Barbel—Ka Yu 10

Bream—Biu Yu 10

Canton Fresh Water Fish—Hoi Ka Yu 10

Garp—Li Yu 10

Gutted—Gut Yu 10

Gutted—Mun Yu 10

Gutted—Hal 10

Gutted—Moi Yu 10

Dab—Sa Mang Yu 10

Dace—Wong Mai Lun 10

Doi Fish—Tik Yu 10

Hoi Gorgon—Hoi Man Yu 10

Fresh water—Tam Sai Yu 10

Yellow—Wong Si 10

Frog—Tien Kai 10

Gutted—Sak Pa 10

Gutted—Pak Kuo Yu 10

Herring—Tao Pa 10

Halibut—Gung Kwai Yu 10

Lakers—Wong Yu 10

Loach—Wu Yu 10

Lobsters—Lung Ha 10

Mackerel—Chi Yu 10

Milk Fish—Moi Yu 10

Mullet—Chi Yu 10

Oysters—Sung Hoi 10

Prawns—Kai Kung Yu 10

Pork—Tian Lok 10

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Mutton Chop—Yung Pui Kwai 20

Leg—Yung Pui 22

Shoulder—Yung Shau

HONGKONG PARS COMMUNITY.

ROYAL ACKNOWLEDGMENTS.

Sir H. N. Mody is in receipt of a letter from the Colonial Secretary acknowledging receipt of a telegram from the members of the Parsi community of Hongkong, forwarded on the 10th May by the Officer Administering the Government, conveying a message of sympathy on the occasion of the death of His late Majesty King Edward VII.

The letter states that the telegram had been laid before Their Majesties by Lord Crewe who was commanded to request His Excellency to express to Sir Hormu-Jee and the members of the Parsi community of Hongkong the thanks of the Queen Mother for their kind messages of sympathy with herself and the Royal Family and also the thanks of His Majesty the King for their assurance of devotion to His person.

A CHINESE THEATRE.

"Look, see!" That was what my friend Wokee remarked. I looked. Beyond a multitude of putty-faced Chinamen there arose a huge mat-and-bamboo gudown. There was the theatre.

My first impression was what a splendid "hangar" it would make for the Albert Hall if the Albert Hall were only a flying machine.

We pushed through the shoals of yellow-faced Celestials, circled round the gudown, and entered the stage-door. That took us into the dressing-room. There was but one, but that large enough for the Grenadier Guards to manoeuvre in. A shell ran the whole length of the room, and over this were one or two small mirrors. Before these the members of the company were touching up with grease paint, the company, of course, being all men. But for the life of me I could have sworn that the women were the real thing, as marvellous was the make-up.

Wokee took me through this room to the other side, pulled aside a curtain, and ushered me on to the stage.

This is what I saw. On either side two wide galleries

sloped up gently from the platform for the whole length of the building. Between these the centre of the theatre for a stage to entrance was packed with half of China, all standing. The other half was sitting in the galleries. I tried to count the heads, but after getting to the second million g. v. it up. That swaying mass in the centre had been standing for four hours with the thermometer at about 50 degrees outside and 40 degrees in.

THE STAGE was just an open platform, similar to an ordinary concert platform, with nothing in the way of scenery beyond a coloured damb of a rag hanging at the back. If a Chinaman cannot act without the aid of scenery he is only fit to sing hymns in the mission hall. The actors made their entrance from curtained apertures on either side of the platform.

The orchestra sat in a row against the curtain at the back, making a little Hades all on their own. The instruments were Chinese. That is the only way I can describe them. When the flute-player stepped for a breath—and in that awful atmosphere he might be excused for taking a breath once in six hours—the nearest actor on the stage simply stepped over and banged him on the side of the head, the Eastern cue to continue playing.

I took a seat at the side of the ring, the only European in an audience of five millions—or was it ten?—and yet not a single soul was vulgar enough to stare at me. Not even King Edward himself would have been disturbed. Near me on the stage was a Chinaman whose garments must have belonged to a stoker in the Ark. He squatted at a cauldron making chow for the orchestra.

What the play was about I have not the remotest idea, and as a Chinaman

PLAY NEVER ENDS, and I am getting on in life, I had not the time to stay and find out. I think it must have been a comedy, for whenever the leading man spoke the whole five millions simply shrieked.

As I have stated, the building was made of matting and bamboo, and it struck me that if some genius had put a lighted match to it to see what would happen, those who came in by the early door would have been able to give the curious one a pretty vivid picture of the result. Above the stage there was a tear in the matting of the roof, and the sun's rays were just coming down molten hot through it on to the scalp of the flute player. Under such circumstances an English artist would have fumed, sweated, or dropped dead from apoplexy. Our Chinese friend d. d. none of these things. He simply hoisted a gamut over his shoulder and went on playing.

Down in the area the atmosphere must have been appalling, and yet the coolies were so densely packed that it was quite impossible to raise a hand to brush off the offending fly that had settled on the coolie's nose to complete its toilet. If your arms were down when you came in, they stayed there. If by any superhuman effort you raised one, that arm never went down again.

There was one

PUTTY-FACED HEATHEN somewhat taller than the coolie behind. The shorter had apparently appeared in vain to the long one's ear to lower his head, and now resorted to other tactics. It was impossible to raise his fist to fight, so he quietly seized the dangling pigtail of his enemy and began winding and winding it around his wrist. When this tension on the tail one's scalp became too intense, the offending head ducked down and so cleared the short one's field of vision.

At this point I was faint with the heat and sick of the odor of the orchestra's chow, so quietly retired.

Two things I shall never forget—the persistence of the Chinese actor, the patience of his audience.—*Moore Anderson in Pall Mall Gazette.*

NADIE IN BUNDERLAND AND THROUGH THE MAGNIFYING GLASS.

The Change was grinning on the Band, Grinning away the gloom. It did its very best to take The market free from doom— And this was odd, because it was The middle of the boom.

The Soup was grizzling sulky. Because she thought the Change Had got no business to be there— While she was on the range— 'It's very rude indeed,' she said, 'After such rumours strange!'

The Shares were wet as wet could be, The Pockets dry as dry. You could not see a Sale, because The Sales were all my eye; No Buyers hovered round the Club— There was no one to buy.

The Vendor and the sharebroker Were strolling close along; They kept like anything to see Young fellows going wrong; 'If these were only cleared away,' They said, 'things would be strong.'

'If seven men with seven lakhs 'Carried for half a year,' 'Do you suppose,' the Vendor said, 'That they would get them clear?' 'I doubt it,' said the Sharebroker, 'And shed a bitter tear.'

'O Public, come and feed with us! The Vendor did beseech. A pleasant meal, a pleasant deal, 'To keep up all the beach: 'We cannot all come in ground floor, 'But here's a chance for each.'

The Older Public looked at him, But never a word they said; The Older Public winked their eye, And shook their heavy head— Meaning to say they did not choose By Kanucks to be led.

But four Young Public hurried up, All eager for a splash: Their hats were new; their clothes were smart, Their waistcoats very flash— And this was odd because, you know, They hadn't any cash.

Four other Public followed them, And yet another four; And thick and fast, they came at last, And more, and more, and more— All looking through the flying bowl, To get in on things sure.

The Vendor and the Sharebroker Went on a mouth or so; And then they fixed upon a rate Conveniently low; And all the little Public stood And waited in a row.

'The time has come,' the Vendor said, 'To talk of many things: 'Of Tim—and Tea—and Cocoanuts— 'Of Coffee Trees—and Klings— 'And why the Kerosene must not 'Be mentioned in the wings.'

'But wait a bit, the Public cried. 'Before we have our chat; 'Though some of us are out of debt, 'We none of us are fat! 'Don't worry!' said the Sharebroker, 'They haven't him much for that.'

'A book of cheques,' the Vendor said, 'Is what we chiefly need: 'Credit and Comrades besides 'Are very good indeed— 'Now, if you're ready, Public dear, 'We can begin to feed.'

'But not on us!' the Public cried, 'Turning a little blue, 'After such kindness that would be 'A sniv'ly thing to do! 'The night is fine, the Vendor said, 'To bibe in the Whangpoo!'

'It was so kind of you to come! 'And you are very chic! 'The Sharebroker said nothing but 'Let's have another. 'I wish you would not brag so much 'You make me feel quite sick.'

'It seems a shame,' the Vendor said, 'To make each one a lamb, 'After we've got them in so far. 'And filled them up on cham! 'The Sharebroker said nothing but 'I do not care a—'

'I weep for you,' the Vendor said, 'I deeply sympathize, 'With sob and tears he'd shouted out 'The shares he'd said would rise, 'Holding his last prospectus bluff 'Before his streaming eyes.'

'O Public,' said the Sharebroker, 'You've had your bit of fun! 'Shall we be setting up just now! 'But answer there came none— And this was scarcely odd, because They'd skinned them, every one.

—*Shanghai Times.*

THE injustice of the law in operation at Hongkong and Singapore by which the owner and captain of a vessel in which opium is smuggled are heavily fined, although the vessel had been searched as thoroughly as circumstances permitted, is tellingly exposed in a leading article in "The Leading Light." The law is declared to be anomalous and fundamentally unjust and its immediate amendment is demanded.

A NEWSPAPER in Holland tries to be up-to-date in rubber, giving by bringing the calculations up to the first quarter of 1910. This estimate gives the amount sunk in rubber companies listed and established at about 5,000 million guilders. The companies include Dutch, British, French and German ventures. But the concerns working in Brazil and the Congo Free State are not taken into account.

COMMERCIAL.

June 23rd, 3.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	6/9
Anglo-Java	11/8
Anglo-Malaya	11/8
Balgownie	19
Batu Tiga	—
Bertams	—
Bukit Kelang (pp.)	—
Bukit Rajahs	—
Caray United	25/- prem.
Castlefields	127/6
Changkai Sengangs	—
Cheras	10
Damansaras	170/-
Eastern-Industrials	35/- prem.
Fed. Selangor	—
Glenelg	35
Glenishole	—
Goldcoast	135/-
Golden Hope	—
Highlands and Lowlands	135/-
Indragiri	30
Jack Kenneths	—
Jagjies	—
Jonglandors	—
Kamplings	8/6 prem.
Kuala Lumpur	200/-
Landrons (fully paid)	—
Landrons (ppd.)	—
Labus	—
Ledbury	90/-
Linggis	61/-
London Asiatics	16/-
London Ventures	7/-
Merrimaus	—
Pajams	164
Pegohs	543
Rubber Trusts	45/- prem.
Saggs	—
Sandycrofts	540
Sapongs	—
Seafields	—
Sekongs	37/6 prem.
Shelfords	75/-
Singapore & Johore	320
Sumatra Paras	13/-
Sungei Chobas	115/-
Sungei Kapars	183
Tanjong	55/- prem.
Tangkahs	27/6 prem.
Tangkahs	5/- prem. nom.
Ula Rantis	—
United Serdangs	135/-
United Singapore	62
United Sumatras	11/-
United Langkats	—
Para Rubber	9/10 per lb.

INC. KENNETH. The Inch Kenneth Rubber Estates Co., Limited, announce an interim dividend of 5s. per share.

CANTON DAY BY DAY.

H. E. CHEUNG PAT SZE. (From Our Own Correspondent.)

Canton, 21st June. H. E. Cheung Pat Sze will shortly proceed to the Straits Settlements on a commercial mission. H. E. Cheung called on all the provincial officials in the city yesterday to take his leave.

CANTON-HANKOW RAILWAY. The period of three years during which construction materials, imported by the Canton-Hankow Railway Company, were to be exempted by the Imperial Government from all duties, expired in the 3rd moon of the current Chinese year. In consequence of the unnecessary troubles arising between the directors of the Company and the shareholders, the work on the construction of the Railway has been considerably delayed, though not stopped altogether. From the present outlook of affairs, it is practically impossible to estimate when the Canton-Hankow Railway will be completed. Large quantities of railway materials have, of course, still to be purchased and imported for the Company's use, so the Railway Company again petitioned the Imperial Government, through the Viceroy, asking a renewal of the privilege of exemption from duties on materials imported by the Company. The Company has received a favourable reply from the Ministry of Posts and Communications at Peking to the effect that, as a special privilege the exemption accorded to the Canton-Hankow Railway will be extended for a period of another two years.

RAILWAY ACCIDENT. At about seven o'clock yesterday afternoon when a train, arriving at Fatsien from Canton was about to stop at the railway station, a native passenger who was in too great a hurry to descend from the car, fell a distance of several feet and sustained injuries all over the body. The unfortunate man was rendered unconscious and had to be immediately removed to hospital for surgical treatment.

CHEAP RICE SALE. 22nd June. The distribution of cheap rice at the four different methods in this city as a relief measure in aid of the poorer classes of people commenced on the 15th instant. The sheds open early in the morning and close at 5 p.m. each day. Hundreds of people have invaded these sheds every day to buy cheap rice, the rate being to cents for two catties and two taels weight of grain. The work is very satisfactorily conducted under the direction of the members of the charitable institutions. The proceeds realised from the disposal of the rice during the first two days were as follows:—

1st day: Eastern Shed, \$3,451; Western Shed, \$1,614; Wongshe Shed, \$760; Honam Shed, \$1,173.
2nd day: Eastern Shed, \$4,060; Western Shed, \$1,750; Wongshe Shed, \$1,501; Honam Shed, \$1,539.

VILLAGE ROBBERY. A week ago some eighty robbers attacked the village of San Tai, in Fong Chai district, and ransacked half a dozen houses. The robbers carried away with them seven persons, 3 men and 4 women, in addition to a quantity of booty valued at several thousand dollars. On receipt of information reporting the case, the officials without loss of time despatched a number of "braves" to capture the brigands and recover the kidnapped persons.

H. E. VICEROY YUAN was yesterday in receipt of a telegram from the provincial Governor of Honan, reporting the occurrence of a disaster in the Sheng Tai district, and at the same time earnestly soliciting pecuniary assistance from the people of Canton to relieve the unfortunate sufferers.

To-day's Advertisement.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at 6 P.M., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 30th instant. No claims will be admitted after Goods have left the Godown nor will they be recognised if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 23rd June, 1910. [455]

COTTON INDUSTRY IN CHINA.

THE SHANGHAI MILLS.

In a recently published letter, we learn from the Weekly Consular and Trade Reports of the United States, Mr. Frank G. Carpenter described the cotton industry in China, the character of piece goods made in the Shanghai mills, and the wages paid operatives, a large proportion of whom are women and children. Mr. Carpenter writes:

"Shanghai is preparing to manufacture for the new China. It is putting up factories and foundries, and starting all sorts of new industries. It has silk filatures which are producing bales of raw silk for our American weavers, modern flour mills equipped with Milwaukee machinery, and a cigarette factory owned by the American tobacco trust which employs more than 1,000 hands. It has eight great cotton mills with several hundred thousand spindles and some which have 80,000 or 90,000 spindles in a single establishment. In these mills over 3,000 Chinese men, women, and children are employed, and they are spinning and weaving cotton quite as well as in any of our American factories. The most of them are managed by Chinese foremen, and they give some idea of how the Celestials expect to make their own cloth in the future.

I went through the establishment of the Soy Chee Cotton Spinning Company, on the Huangpu River, the branch of the Yangtze which gives Shanghai access to the sea. The buildings cover several acres. They are of gray brick shadowed by huge smokestacks.

CHILD LABOUR AND WAGES. Over 1,000 men, women, and children are employed. I went through room after room filled with girls who were weaving and spinning, and saw 200 children tending the machines. Some of them were little tots not higher than my waist. The children were pulling bobbins filled with bobbins about the rooms. The large ones were tending the spinning machines. Their wages were about four of our cents per day, and the pay of the older hands ranged from that to twenty cents. The manager told me that they had many whole families employed in his factory, father, mother and children all working—there being no law against child labour.

This factory works day and night, and there are quite as many children employed in the night shift as in the daytime. One thousand hands are always busy all the year through. The chief product is cotton yarn for the domestic weavers. This is made up into bundles, which are then packed into bales of 400 pounds each and shipped all over the country. The yarn is woven into cloth on hand looms, and it supplies a large part of the clothing of the common people. I am told there are something like 300,000 spindles now working upon such yarn at Shanghai, and also a large number at Ningpo and Soochow. There is one big mill at Haogchow, one at Canton, and some at Hongkong, Wuchang, and Hankow. The labour is abundant and the people easily learn to handle the modern machinery.

The Chinese are rapidly introducing the better class of machines, and their mills are already about as well equipped as our own. A great part of their machinery is imported from England, and only certain specialties come from the United States. In one factory I found an American electric-light plant with 6,000 electric lamps burning, and in another there were modern fire machines, and the employer had a fire drill every week. In nearly every place the wages were as low or lower than those I have quoted, the highest like thirty cents per day, while a good average wage was eight or ten cents. I found girls at work in all of the factories, and I know of none which does not employ children.

FAST CONSUMPTION OF COTTON CLOTH. Our cotton factories should send their agents here to study the market. These people dress in cotton instead of silk, and most of the cloth used is spun and reeled by hand and woven at home. With the new civilisation wages will rise and the Chinese will wear more cotton than ever before. At present it is said to say that there are at least 400,000,000 of them, who dress in such goods all the year round. They wear only one or two thin garments in the summer, but in winter they have several suits well wadded to keep themselves warm, and in the northern provinces they put on after suit as the weather grows colder. Even at one suit of twenty yards to each person per year the amount of cotton used is so great that at least 6,000,000,000 yards are required. This amount is beyond comprehension. It would carpet a pathway sixty feet wide from New York to Chicago. Our total shipment of cotton goods to other countries is less than \$100,000,000 per year, and all we send to Asia sells for less than \$1,000,000. That which goes to China would hardly patch the knees of the Celestials, let alone make their clothes.

To-day's Advertisement.

HONGKONG ICE COMPANY.

AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at Noon, on MONDAY, 4th July, to consider the proposed extension of plant and premises.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 23rd June, 1910. [454]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship.

"KAGA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 25th June, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee's and the Goods representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 22nd June, 1910. [453]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 25th inst., will be subject to rent.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED.

Agents. Hongkong, 23rd June, 1910. [456]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer.

"DELTA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. *Malakata*. From Persian Gulf, &c. ex S.S. *N. and B.* & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

E. A. HEWETT, Superintendent. Hongkong, 22nd June, 1910. [457]

Intimations.

CHEESE

MILD CANADIAN STILTON

60 cents per lb.

THE

DAIRY FARM CO.,

LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Celebrated Waters are used in the manufacture of our beer.

Purity Guaranteed. (Note Price List.)

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qt. \$12.00

per case 8 doz. qt. \$13.50

To be obtained at all Retailers.

[44]

NOTICE.

MR. LI HON FAN, a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examinations, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor. Hongkong, 1st January, 1910. [452]

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by

A CHEE & Co.,

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS AND FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates. Hongkong, 1st June, 1910. [451]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the rate of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$4 per annum.

WEEKLY—1/3 per annum.

The rates per quarter and per annum, pre-paid, are as follows:—

Quarterly—\$1.00 per annum. Full subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional 1/6 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, 2 cents. Weekly, twenty-five cents (for cash only).

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).
Unopposing with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 19TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.
Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRADDIDGE, General Traffic Agent,
Corner Pedder Street and Piny (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 24th June, 4 P.M.
SHANGHAI	"KWONGSANG"	TUESDAY, 28th June, Noon.
SHANGHAI, KOBE & MOJI	"NAM SANG"	FRIDAY, 1st July, Noon.
MANILA	"YUENSANG"	FRIDAY, 1st July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	WEDNESDAY, 6th July, Noon.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamer "Kaituma" leaves about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also aboard.

Steamers leave superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kaituma, Penang, Singapore, and Newchuan.

For Freight or Passage, apply to—
JARDINE MATHESON & CO., LD.,
General Managers.
Hongkong, 1st June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"SORHIT"	24th June 8 A.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	25th " 3 P.M.
HAIPHONG	"SINGAI"	26th " Daylight.
SHANGHAI	"LIAN"	26th " Daylight.
WEIHAIWEI, CHEFOO & NEW	"PAIYING"	28th " 4 P.M.
OHUWANG	"TAYING"	28th " 3 P.M.
MANILA	"SUNGKIANG"	29th " 4 P.M.

Reduced Saloon Fares, single and return to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SORKW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining-Saloon.

SHANGHAI LINE.

FAST SCHEDULE-TWIN-SORKW STEAMERS (Anchor Chain, Locomotive, Chinamen, with excellent passenger accommodation; Electric Light throughout and Electric Fans in the State-rooms and Dining-Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 15.
Hongkong, 23rd June, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	8500	A. Fraser	MANILA	SATURDAY, 25th June, at Noon.
CAIRO	8500	R. Rodger	"	SATURDAY, 25th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 15.
Hongkong, 23rd June, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Consisting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6051	WEDNESDAY, 20th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. I. Saito	6182	WEDNESDAY, 21st July, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMU v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 26th June, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Expedition from June 1st, 1910.

Full speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd June, 1910.

T. ARIMA, Manager.

Hongkong, 23rd June, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MICHIMU MARU, Capt. A. H. Hoser, Tons 9000 KAWACHI MARU, Capt. H. Pettigrew, Tons 7000	WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight. TUESDAY, 26th June, at 1 P.M.

VICTORIA, B.C., & SEATTLE { SADO MARU, Capt. S. Hirotsugu, Tons 7000 { SATURDAY, 16th July, From KOBE.

VICTORIA, B.C., & SEATTLE { INABA MARU, Capt. K. Kawa, Tons 7000 { TUESDAY, 19th July, at 4 P.M.

KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA { TAMBA MARU, Capt. K. Sato, Tons 7000 { TUESDAY, 16th Aug., at 4 P.M.

SYDNEY AND MELBOURNE, YAWATA MARU, Capt. T. Sekio, Tons 5000 { FRIDAY, 8th July, at Noon.

VIAMANILA, THURSDAY ISLAND, TOWNSVILLE, NIKKO MARU, Capt. M. Yagi, Tons 6000 { FRIDAY, 8th August, Noon.

AND BRISBANE

SHANGHAI, MOJI & KOBE { WAKASU MARU, Capt. N. Nielsen, Tons 7000 { WEDNESDAY, 6th July.

BOMBAY, Via SINGAPORE { TOBA MARU, Capt. Y. Nomura, Tons 6000 { WEDNESDAY, 29th June, 1 P.M.

AND COLOMBO

NAGASAKI, KOBE and YOKOHAMA { NIKKO MARU, Capt. M. Yagi, Tons 6000 { WEDNESDAY, 6th July, at Noon.

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Shipping—Steamers.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Capt. A. Stewart, will be despatched for the above Ports on SATURDAY, the 25th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 30 days).

Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 2nd June, 1910. [445]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATON APOAR."

Captain W. D. A. Thomas, will be despatched for the above Ports on SATURDAY, the 25th June, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 2nd June, 1910. [446]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, will be despatched at above on 25th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 17th June, 1910. [447]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched at above on MONDAY, the 27th inst., at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th June, 1910. [448]

HONGKONG-BOSTON AND NEW YORK.

FOR NEW YORK VIA PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast).

"INDRASAMBA" on or about TUESDAY, 30th June.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th June, 1910. [449]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., TAGOMA AND SEATTLE VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On or about

Kurematsu 5,255 Maki 19th July

Ayamori 4,985 Boyd 26th July

These steamers are specially fitted for the carriage of Alaska Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 12th June, 1910. [450]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Maha," 10,881 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Arabia," due to London on 7th August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 19th June, 1910. [451]

"INVER" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUZ CANAL.

THE Steamship

"INVERLOVDE,"

Captain Alexander, will be despatched at above on 25th June.

For Freight apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 6th June, 1910. [452]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on WEDNESDAY, the 30th July, 1910.

For Freight, apply to ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 20th June, 1910. [453]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained at 10 o'clock as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by mail in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, which date they cannot be presented after. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 21st June, 1910. [454]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

R.S. "BENLARIQ"

[illegible]

